

~~SECRET~~

SAPC-5065
Copy 4 of 7.

25X1A2g

5 April 1956

MEMORANDUM FOR : CO, [REDACTED]
SUBJECT : Licensing of U-2 Drivers for Overseas

25X1A6a

1. It has been brought to our attention that the U-2 drivers must have a valid U.S., CAA pilot's license while operating out of the base in [REDACTED]. The only occasion when we anticipate their actually having to show proof of being licensed would be if an accident occurred in the air [REDACTED] or in making a forced landing at some other field with resultant aircraft damage.

2. I have called the local CAA to find out what is required to obtain a CAA license, where it can be obtained, when and how long it will take. I suggest that you try to arrange for your drivers to go into L.A. to the CAA office there and obtain their temporary license prior to departing for the E & E program here. If they cannot obtain their licenses in L.A. and maintain the schedule you have now set up, they will be able to obtain their licenses here during week days. However, this may necessitate their remaining in this area one day longer than we had previously anticipated. This would probably mean that they would have to cut their leave 1 day short reporting here one day earlier.

3. They will have to take the Civil Air Regulations exam. I suggest you get a copy of this for them and have them start studying it at once. They must have a copy of their Form 5 or a certified copy of their total time and of the hours flown in the last six months. They must have a certificate of medical examination for CAA license issued by a military hospital—a flight surgeon's certificate will not suffice. However, the medical officer at March Field should have the forms required and could possibly arrange to give the pilots appropriate medical examination. They must have some certificate showing discharge from the service within the last 12 months.

4. I do not believe they will need an instrument rating at this time; however, if they have a current green card they can also be issued a CAA weather rating at the time they get their CAA pilot's license. If they successfully complete the CAAR exam and show evidence of having met these other requirements, they will be issued immediately a temporary CAA pilot's license. Their permanent license will follow in about 3 weeks to a month. I suggest that you make some arrangement so that the permanent license can be

~~SECRET~~

~~SECRET~~

-2-

25X1C8a

forwarded to them without giving security away.

5. The U.S. CAA and the [REDACTED] counterpart have reciprocity with regard to validation of pilots flying in either country who have been licensed in the other country.

SIGNED

25X1A9a

[REDACTED]

25X1A2g

- Cy 1 - Forward by hand of [REDACTED]
2 - Proj. Dir.
3 - Ops
4 - Admin/Security
5 - Cover Officer
6 - Reading JAG
7 - Chron.

JAG/hh

~~SECRET~~